Gate, a distance of three-quarters of a mile. This part of the park abuts on Portland Town, with a dense population, having no access but by a circuit of half a mile: there is a bridge just midway, across the canal, opposite to Portland-terrace, but this bridge is dedicated solely to the use of *one elderly gentleman*, to whom the privilege is given, together with about *one acre* of pasture inside the park, and about *three acres* of the margin external to the canal! Here there are also several iron fences (what Tom calls the *ferrea seges*: this I suppose to be the botanical name for a new crop), and the people are of course excluded by them.

Some people may think I make mountains of mole hills, when I mention another little blot—it is in fact a little hill, nearly opposite to Mr. Hope's mansion in Piccadilly: it denotes the spot where stood the lately demolished ranger's house (for this park of about 90 acres had also a *ranger*). This little hill (some may call it molecule) is useful in its way, for it is the play-ground of urchins, perhaps young commissioners, — at, "I'm king of the castle,"—this mound, formed doubtless for effect from Piccadilly as a feature in landscape gardening, is trodden bare into a russet arena for the before-mentioned infantine and regal sport. Now, sir, one pennyworth of clover seed would sow, and about fifty iron hurdles (without spikes) would defend, still safe, this not ungraceful barrow or tumulus, which might still keep the memory of departed rangers "green in our soule."

Small points like this may appear trifling, but they arrest the eye; and architects are not always regardless of small embellishments: although a sculptor seldom inserts a glass eye, we see that he sometimes *gilds a spear*, as in the group at the British Museum!

TRISTRAM CONTERQUIT.

IRISH ARCHITECTURAL AND RAILWAY DOINGS.

THE Dublin and Belfast Junction Railway Company are erecting a new station and other works at Poyntz Pass, in the county of Armagh: tenders are being received for the execution of the works in conformity with the drawings of the company's architect.

The late jail and county court-house of Carrickfergus are to be converted into a convict depôt for the northern district: they have been purchased by the Board of Public Works for 590*l*.

A new line of railway is proposed to be constructed from Ballibay to Enniskillen, and the Dundalk and Enniskillen Railway Company are applying to Government for leave to bring in a Bill to empower their making same.

A new railway is also proposed between Kells and Cavan, and application is being made for leave to construct it.

The corporation of Belfast have decided on the erection of a new Town Hall; and the Corn Exchange, lately noticed in THE BUILDER, is advancing towards completion under the direction of Mr. Thos. Jackson, architect.

The O'Connell monument, lately described by us as having been designed by Dr. Petrie, is to be erected immediately, and tenders for the execution of the works are being received, in conformity with the working drawings, &c., by Mr. P. Byrne, architect.

A new line of railway from Athenry to Westport is in contemplation; and it is stated that the Treasury are willing to advance the sum of 300,000*l*. for its construction, on the same conditions as those on which the extension from Athlone to Galway were granted.

The Committee of Natural History of the Royal Dublin Society have been debating since May last to whom the munificent premium of 10*l*., offered by them for the best designs for a building to cost 2,500*l*., should be awarded. Four sets of plans have been sent in by resident architects, and there appears to be as little chance as ever of this "*business-like committee*" coming to a conclusion.

The works between Jerpoint Hill and Waterford and the Waterford and Kilkenny Railway are in full operation, with the exception of some parts where the works are at a stand for want of ground.

The corporation of Cork have decided on the erection of a new Town-hall, to cost about 12,000*l*. or 15,000*l*. The new building will contain all the necessary corporate offices, together with a large room for public assemblies, mayor's reception-rooms, library, town-clerk and treasurer's offices, &c., &c. Plans, &c., are being received for same, and a premium of 50*l*. for the first, and 25*l*. for the second design, has been offered.

National model and agricultural schools are to be erected at Kilkenny, and the sites for same are being approved of by the architect to the Commissioners of National Education, from whose designs the new buildings will be constructed.

A handsome piece of plate, consisting of a massive silver cup and salver, has been presented to Mr. G. W. Hemans, C.E., by the Midland Great Western Railway Company, as a token of their appreciation of his services while professionally engaged for them in the construction of the line from Dublin to Galway. The cup is chased in high relief, the cover and base being set off with bosses of highly-finished silver. Both articles were manufactured by Messrs. West and Son, of Dublin.

The new military chapel in connection with the barracks of Belfast has been recently opened for divine worship.

Books.

The Almanack of the Fine Arts for the year 1852. London: Rowney and Co., Rathbone-place.

WE have before now expressed ourselves warmly in recommendation of this publication. It contains a large amount of information connected with its specialty, very pleasantly put together by Mr. Buss, and should be in the hands of every artist. We have, however, to express our surprise, as we did last year, at the singular incompleteness of the list of "architects and architectural draughtsmen:"—in fact, it is not a list at all. This is the less excusable as there is a published list of the members of the Institute of Architects readily obtainable. The list of sculptors is also incomplete.

The Ecclesiastical and Architectural Topography of England. Part V. J. H. Parker, Oxford and London.

THIS part is devoted to Huntingdonshire, a county which contains a number of interesting churches. It has been surveyed expressly for the purpose by Mr. Caveler, who has incorporated the few notes left by Mr. Rickman on this county with his own.

Eöthen. In Two Parts. London: Longman, Brown, and Co. 1851.

MESSRS. LONGMAN have wisely selected this pleasantest hook "from the East" (such is the meaning of the title) that we have yet had, for their "Traveller's Library." As the writer says in his preface,—"You may listen to him for ever without learning much in the way of statistics; but, perhaps, if you bear with him long enough, you may find yourself [not] slowly and faintly impressed with the realities of Eastern Travel." His picture of the plague at Cairo is a fearful one, and his account of Lady Hester Stanhope's conversations very curious. We give a paragraph from the writer's chapter on the Sphynx:—

"Laugh and mock if you will at the worship of stone idols, but mark ye this, ye breakers of images, that in one regard the stone idol bears awful semblance of Deity—unchangefulness in the midst of change—the same seeming will and intent, for ever and ever inexorable! Upon ancient dynasties of Ethiopian and Egyptian kings—upon Greek and Roman, upon Arab and Ottoman conquerors—upon Napoleon dreaming of an Eastern empire—upon battle and pestilence—upon the ceaseless misery of the Egyptian race—upon keen-eyed travellers—Herodotus yesterday, and Warburton to-day—upon all and more this unworldly Sphynx has watched, and watched like a Providence with the same earnest eyes, and the same sad, tranquil mien. And we, we shall die, and Islam will wither away, and the Englishman straining far over to hold his loved India, will plant a firm foot on the banks of the Nile and sit in the seats of the Faithful, and still that sleepless rock will lie watching and watching the works of the new busy race, with those same sad earnest eyes, and the same tranquil mien everlasting. You dare not mock at the Sphynx."

A Treatise on Investments; being a popular Exposition of the Advantages and Disadvantages of each kind of Investment, and of its Liability to Depreciation and Loss. By ROBERT ARTHUR WARD, Solicitor, Maidenhead, Berks. London: Effingham Wilson. 1852.

THE object of this little work is to give to small capitalists (chiefly) such information of the advantages and disadvantages of each kind of investment as will enable them to place out their money in the manner they may deem most desirable. All technical language is avoided. The instructions are not intended to obviate the necessity of legal advice, but to guide the capitalist in his decisions and in his instructions to his solicitor. At the end of the volume are some useful tables, by which annuities, values, &c., may be calculated. On the subject of property purchased through building societies, and money lent to them, the author, though not professing to be versant with the working of such societies, seems to agree with us as to the risks of loss and ruin from the false principles on which many of these societies have been based.

Miscellanea.

METROPOLITAN SEWAGE MANURE COMPANY.—An adjourned special meeting of the Metropolitan Sewage Manure Company was held on the 2nd inst., to receive the report of the committee of investigation, which was so far satisfactory that, notwithstanding great discouragements, the shareholders still entertain the hope of being able to carry on their operations in pumping away a portion of that foul liquid which now adds to the impurity of the river. A strong impression prevailed at the meeting that the company is entitled to the co-operation and assistance of the *public*, inasmuch as they are actually effecting, although on a very limited scale, the great object so long and loudly called for; and that they are doing *that* at their own expense as a company which is proposed to be done much less perfectly at an enormous charge on the rate-payers of the metropolis. A correspondent on the subject says, "The Commissioners of Sewers have promulgated two grand schemes for intercepting the sewage and conducting it to a distance below the inhabited districts on both sides of the river; but when brought there at an incalculable expense, and with great interference with local arrangements, it is to be all *pumped into the Thames!* not only wasted, but polluting the water to a great degree, and to an extent that must be noxious and injurious! Surely, if parties could be encouraged and assisted to draw off this foul water at various points, and render it available for fertilisation, the money so spent would be infinitely less, and the result incomparably better, than conducting the water so far, and disposing of it so absurdly and injuriously."

BURNT CLAY FOR MORTAR OR ROADS.—A correspondent wants to know, 1st, the sort of *clay* which is burnt, ground, and used as a component of the mortar employed in building the railway station at King's-cross; 2nd, the *mode* in which such clay is *burnt*, that is, whether in kiln or otherwise, the *test* of *sufficient burning*, and the like; 3rd, the mode in, or machinery by, which the burnt clay is ground; and, 4th, will the ground clay preserve its virtue for a considerable, and if so, what length of *time?* We have ourselves used this material to a considerable extent for ballasting between the lines of a railway. In this case the clay was piled in heaps with a small quantity of breeze interspersed and fired. It may be crushed in a lime-mill.